

TRANSIT SYSTEMS

Public transit service can be, and is a viable alternative means of transportation, even in the rural areas of New Hampshire. A number of communities in the state have local bus service, in addition to intercity service, which reaches many areas of the state and into our neighboring states as well. Local bus service can be used within a community to commute to work, run to the mall or grocery store, get to medical appointments, or to get to the area wide park and ride lot. Intercity bus service can be used on a regional basis for getting to work, major events, airports, or other needs.

Most of the transit service in New Hampshire is offered in the larger communities. Manchester and Nashua both have municipal bus systems. The cities of Concord and Keene have local bus systems that are operated by nonprofit agencies. In the Seacoast area, COAST, and UNH Wildcat Transit provide interconnecting service between Seacoast communities. Regional transit services operate in the Hanover-Lebanon area (including Vermont communities), Claremont-Newport, Berlin-Gorham and the Laconia area.

Transit projects in the Ten Year Plan are listed by the community or transit system name (COAST, Manchester, and Nashua), or under Statewide in the case of the NHDOT-administered rural transit, planning, and elderly and disabled programs. Funding in future years is estimated based on the recent history of funding levels appropriated by Congress. Urbanized area project descriptions are taken from the regional Transportation Improvement Programs.

The project listings reflect total costs, including matching funds. Most transit projects are funded by the Federal Transit Administration (FTA), which requires a 20% match for capital, planning, or preventive maintenance and a 50% match for transit operating expenses. Most matching funds are provided from local sources.

The state provided a total of \$100,000 annually in 2002-2003 to transit systems to assist in leveraging additional federal funds and improve transit services.

In 2003, the funding breakdown for the three urbanized area public transit systems (in millions) was:

Federal, \$3.604 or 59%, Local \$2.497 or 41%, and State \$.050 or less than 1%

For the six rural systems the breakdown was:

Federal \$1.549 or 57%, Local \$1.103 or 41%, and State \$.050 or 2%

Overall, 61% of the FTA urbanized funds were expended on transit operating expenses in 2003 and 39% on capital expenses. In the statewide rural program, 81% of the funds went to

operating expenses. The FTA Capital Program (Section 5309) provides funds for bus replacement, maintenance facilities or other capital expenses, but these funds are earmarked by Congress, not apportioned by formula, so they do not appear in the 2005-2014 Ten Year Plan until appropriated.

Federal funds in the Statewide rural transit program have also supported intercity bus services operated by private bus companies, which provide the matching funds.

Transit expansion or improvement is an eligible expense for Congestion Mitigation and Air Quality (CMAQ) funds, and transit projects approved by the CMAQ advisory committee are listed in the Ten Year Plan. CMAQ funds have supported commuter bus service on I-93 and I-95 through the purchase of commuter coaches in prior years.

Please refer to the accompanying map for information on transit routes and their connections to park and rides and other modes of travel.

PUBLIC TRANSPORTATION



Department of Transportation
Bureau of Transportation Planning



Park and Ride



Concord Trailways



Vermont Transit



Peter Pan



Dartmouth Coach



C & J Trailways



Local Transit System

